

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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C-O-N-F-I-D-E-N-T-I-A-LCOUNTRY **Poland**

REPORT

SUBJECT **Layout and Facilities of the
Bydgoszcz Airfield**DATE DISTR. **84 NOV 1980**NO. PAGES **18**

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Bydgoszcz AirfieldGeneral Information

1. Bydgoszcz Airfield (N 53-06, E 17-58) sometimes referred to as the Reconditioning Base (Baza Remontu Lotnicza), was located on the southern limits of the city of Bydgoszcz. Measuring two by three kilometers and somewhat rectangular, it had two runways, one 2030 meters long, with short overruns that could not easily be extended without making major changes in the surrounding area. This base was the home of the Civilian Air Line "LOT"; the 8th Fighter-Bomber Division; the 5th Fighter-Bomber Regiment, with its associated Airfield Maintenance Unit (BOL); the Bydgoszcz Aircraft Reconditioning Center; and an unidentified unit for jet pilots who had been grounded.¹ In the near future the Corps of Mixed Air Forces (Korpus Lotnictwa Mieszanego) was to be stationed at this airfield. The present units were assigned an unknown number of MIG-15, MIG-15bis, IL-10, YAK-11, Douglas-type aircraft, and various types of light aircraft for use by the grounded jet pilots. General radio facilities were available and portable radio beacons were utilized at the divisions commander's discretion. No radar facilities were available in 1957 nor was it known whether any were forecast. Flight operations were generally carried out only during favorable weather; all aircraft were grounded in bad weather. Weather conditions, however, were usually good. The air was clear and dry; there was never an excessive amount of precipitation; cloud formations were high and usually stratus; and winds were mild and usually westerly. There were no obstructions to flight operations. POL and ammunition storage depots were easily accessible near the airfield. No antiaircraft defenses were located on the airfield proper; however, many such installations undoubtedly existed in the surrounding area. Security measures on the airfield were very strict, especially within the area operated by the civilian airline. Both military personnel and civilians were employed in the military area. Approximate personnel figures for the airfield were:

	Military	Civilian
5th Fighter-Bomber Regiment	230	20
Airfield Maintenance Unit	240	60
8th Fighter-Bomber Division Headquarters	140	10
Unidentified (Grounded Pilot) Unit	100	0
Aircraft Reconditioning Center	<u>100</u>	<u>200</u>
	810	290

Bydgoszcz Airfield was capable of handling every possible type of aircraft, including heavy jet bombers. 150 jet fighter aircraft could be operationally supported with existing facilities.

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Technical Facilities

Electric power for the base was obtained from Bydgoszcz: []

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[] radio, telephone and telegraph facilities were available; there were direct telephone and telegraph connections with Air Force Headquarters and the Ministry of National Defense, both in Warsaw. The cable lines were located underground and all messages to these organizations were sent and received in code. Direct telephone connections were available to all airfields basing subordinate units of the 8th Fighter-Bomber Division. The locator type radio available at the base had a range of four kilometers from the center of the runway. This radio worked in conjunction with a course indicator on the aircraft. A four-channel ground-to-air system (UKF) was also in use, having a varied range of 40 to 130 kilometers. []

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[] Portable radio beacons, details of which were unknown, were used at the discretion of the division commander. They were placed in line with the runway, one four kilometers, a second 50 meters from the end of the runway. Aircraft equipped to receive these beacons were: MIG-15bis, MIG-17, IL-28 and YAK-11 trainers.

Refueling

3. Although present refueling was by tank truck only, under construction was a new hydrant-type refueling system using Czech manufactured components. Approximately 60 percent completed in June 1957, it was the only existing system of its kind in Poland. It consisted of about six concrete dispensing pits, each measuring 1.5 x 1.5 meters and not more than 30 centimeters above ground, on the alert apron at the east end of the main runway. Covered by a steel trap door, each contained a hose on a spring loaded roller barrel. The hose's maximum length was about 30 meters. Presently, during a combat situation, regulations stated the refueling area was to be located 600 meters from the runway.

Runways and Surfaces

4. Two runways existed, the largest used only by military jet aircraft, the other by prop-driven civilian and military aircraft. The smaller runway was constructed by the Germans in 1942-43 and was presently in excellent condition. It was constructed of concrete sections and was recently covered with macadam (black top). The larger runway was constructed by the Poles in 1954-55 of concrete sections. It had a one-meter-wide tar strip running down the center to aid pilots in takeoffs and landings. This runway was in excellent condition and was termed one of the finest in Poland. Neither could be extended without major reconstruction of Bydgoszcz and its transportation facilities. The taxi-ways, aprons, and dispersal points were said to have been constructed of an inferior quality concrete, but remained in excellent condition. The airfield's surface was flat and those portions not concrete covered were sodded with grass that was well kept-up. The artificial drainage system was in excellent condition. The pipes employed in this system were well under the surface of the field. As an example, [] within an hour after a medium rainfall

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the runway and taxi-strip surfaces were completely dry. No thermal method of snow removal was yet available, but plans were in progress to equip the main runway with thermal blowers located along the sides.

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Runway Lighting Facilities

5. Figure 1 on page 16 is a  sketch of the lighting system for both ends of the main runway only. No lighting facilities existed for the other. Numbers in parentheses below refer to the corresponding numbers on the sketch.
- (1) Runway Lights - used to outline the runway. These were small white lamps, 20 centimeters in diameter, embedded in the ground 30 to 50 meters apart along both sides of the runway.
 - (2) Large Searchlights - to light the runway in front of landing aircraft. These were portable and on a swivel, focused initially on the point of touchdown and then manually operated to keep in front of the aircraft. There was always a spare light for emergency use.
 - (3) Two Red Lamps - 50 centimeters in diameter and tilted toward the approaching aircraft. These indicated the concrete corners of the runway.
 - (4) Two Red Lamps - located about 50 meters from the end of the runway. These were 70 centimeters in diameter and mounted on one-meter-high poles. They were mounted 10 meters wider than the edges of the runway and indicated the 50-meter-long grass overrun.
 - (5) Two Red Lamps - located approximately 100 meters from the end of the runway. These were 50 centimeters in diameter and mounted on two-meter-high poles. They were placed on line with the edges of the runway and indicated the 100 meters to the end of the runway.
 - (6) Line of Several Lights - used to indicate the beginning of the touchdown area. This line was six meters long and consisted of white lamps.
 - (7) "T" of Several Lights - to indicate the touch down point. It measured 6 x 6 meters and consisted of small white lamps. It was placed in the center of the touchdown area, 50 meters from the beginning line of lights and 50 meters from the final line.
 - (8) Line of Several Lights - to indicate the final point of the touchdown area. This line, of small white lamps, was also six meters long.

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Aircraft Dispersal Points

6. All aircraft were normally parked on concrete aprons in front of the hangars or on concrete pads in the wooded area adjacent to the airfield. There were no revetments or protective areas; airfield authorities were not interested in this type of protection for aircraft. The aircraft were always parked on concrete surfaces, never on sod. Hangar space was adequate for all units and aircraft were not parked outside unless for some immediate use.

Pinpoint Location

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7.

		, Scale 1:100,000,

- (1) City of Bydgoszcz - Bydgoszcz had the heaviest concentration of military installations and forces of any city in Poland.
- (1a) Main Railroad Station (Główny Dworzec) - a huge station which handled all incoming and outgoing traffic, both military and civilian.
- (2) Bydgoszcz Airfield - having two runways; one utilized by conventional aircraft and the other by jet aircraft.
- (2a) POL Storage Area - the only fuel dump on this airfield. authorities realized there was a distinct error in its location since it was almost directly behind the ground firing range and in danger of being ignited by live ammunition.
- (3) Double Rail Line - ESQ, leading from Bydgoszcz to Inowrocław (N 52-48, E 18-16). Along this stretch of track branched rail sidings leading to the POL and ammunition storage area, and the main portion of the airfield.
- (4) Single Rail Line - ESQ, leading from Bydgoszcz to Szubin (N 53-01, E 17-45). This line ran along one of the gunnery practice ranges.
- (5) Ammunition Storage Area - where live ammunition and dummy bombs were stored. there was another area, location unknown, where the live bombs were stored.
- (6) Gunnery Practice Area - a restricted area where air-to-air combat training took place, including both dog fights and tow targets.

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- (7) Double Rail Line - ESG, leading from Bydgoszcz to Naklo (N 53-09, E 17-36).
- (8) Double Rail Line - ESG, leading from Bydgoszcz to Tczew (N 54-06, E 18-48).
- (9) Gunnery Practice Area - a restricted area where air-to-air and air-to-ground gunnery was practiced. 25X1
25X1 the military authorities had received many complaints from the civilian populace regarding the dangers involved in these practices.
- (10) Bydgoszcz Canal (Kanal Bydgoski) - used frequently by pilots for navigational and orientation purposes, especially for landing approaches. Pilots would fly along the canal and upon reaching the railroad tracks would turn 90 degrees south until they reached the airfield, then make a 90 degree turn left.

Site Layout

- 8. Inclosure 1 is a sketch of Bydgoszcz Airfield. Numbers in parentheses below refer to corresponding numbers on the sketch. 25X1
- (1) Runway - measuring 2030 x 60 meters. In excellent condition, it was used primarily by military jet aircraft.
- (2) Runway - measuring approximately 1000 x 60 meters. This was used by the civilian airline and military prop-driven aircraft.
- (3) Alert Apron or Warm-up Area - measuring 100 x 50 to 60 meters, constructed of an inferior quality concrete, and surrounded by a finely cut, grass terrain. It was used primarily as a warm-up area and could accommodate between 35 and 40 aircraft.
- (4) BOL Storage Building - a two-story brick building measuring 15 x 10 x 10 meters. It was used by the Airfield Maintenance Unit for the storage of equipment and materials used in the upkeep of the airfield.
- (4a) Air Raid Shelter or Bunker - a one-story underground structure measuring 30 x 30 meters and constructed of several-meter-thick concrete. 25X1
25X1 this to be an atomic shelter to be used in case of emergency by technical and operational personnel.
- (5) Taxi-ways - 15 meters wide and constructed of an inferior quality concrete. This was never used to park aircraft nor could two aircraft pass each other at any given point.

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- (6) **Hardstands** - measuring 40 to 50 x 30 meters and constructed of concrete. These were used as turning areas in connection with the taxi-ways. In a combat situation these were to be used as parking dispersal areas; each area could accommodate a maximum of four aircraft. These hard stands were located in a wooded area which began within three meters of the taxi-strip and extended over the entire southern portion of the airfield.
- (7) **Ground Gunnery Range** - a 50-meter-range, having a width of approximately 40 meters. The rear portion of the range was a 12-meter-high concrete bunker extending the length of the range. The face of this bunker was a porous type material used to cushion and contain the lead pellets. The actual target was constructed of plywood with three apple-shaped holes which were so placed that at 400 meters the different line of fire for each aircraft weapon would cross. This range was reached via a 15-meter-concrete taxi-way which led 200 meters south of the main taxi-way. The range had a lighting system for night practice.
- (8) **Dirt Road** - eight meters wide and 300 meters long, leading to the entrance of the POL Storage Area.
- (8a) **Entry Gate** - a wire mesh gate, eight meters wide. This post was manned 24 hours a day by an air force guard armed with an automatic weapon. The road, upon entering the area, was constructed of stone, eight meters wide. The arrows on the sketch denote the direction of traffic.
- (9) **Two Buildings** - each a one-story, red brick structure measuring 20 x 10 meters. One housed the POL guard detachment, the other the POL offices. In the latter building, a POL laboratory was operated eight hours a day. The guard detachment worked three shifts, 24 hours daily, and each shift was manned by three to five guards with an NCO in charge.
- (10) **POL Storage Area (MPS)** - measuring approximately 200 x 350 meters. The surrounding fence was constructed of concrete posts 2.5 to 3 meters high strung with two-meter-high mesh wire surmounted by barbed wire strands to another meter of height. Capacity was unknown.
- (11) **Underground Tank Areas** - with metal tanks connected by an intricate pipe system. The tanks above ground, Point (14), were filled first. Excess fuel was stored in the underground tanks. These tanks, located in a wooded area, were covered with approximately two meters of sodded earth. Numbers of tanks and their capacity were unknown.

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- (12) Storage Building (MPS) - a red brick, hall-type structure measuring 30 x 20 x 10 meters. The sides of the building were banked with earth to a height of two meters. The interior of this building was divided into several sections by concrete walls. It was presently being used for storing greases, glycerine, alcohol, and distilled water. A guard carrying an automatic weapon was stationed at the entrance at all times.
- (13) Underground Construction - measurements unknown. It was completely covered by earth, [] it was used to store the more combustible materials. The entrance to this concrete installation consisted of two steel doors, each measuring 3 x 2.5 meters. [] there were several of these buildings located in this area but their specific locations were unknown. 25X1 25X1
- (14) Ten POL Storage Tanks - for aircraft fuel, each measuring two to three meters in diameter and three meters in height. These metal tanks were painted white and were easily visible from the air. In a combat situation, they were scheduled to be camouflaged. Capacity was unknown.
- (15) Single Rail Siding - ESQ, used for POL (MPS) transportation only. It had several branches when it entered the actual area.
- (15a) Railway Gate - five meters wide and opened only when a POL supply train was scheduled.
- (15b) Railway Gate - to the POL area. It was identical to Point (15a), and operated in the same manner. A POL supply train usually remained in this area 24 hours.
- (16) Dirt Road - six to eight meters wide, leading to the two buildings, Points (17) and (18). It was used primarily by trucks belonging to the airfield maintenance unit (BOL).
- (17) Air Compressor Building - a one-story, red brick building measuring 15 x 7 x 5 meters. This installation housed air compression machinery which had the capability of compressing air up to 150 atmospheres. The engines used in this compression process were both diesel and electric. Two enlisted men were in charge of this project and installation.
- (18) Battery Storage Building - a one-story, red brick building measuring 15 x 7 x 5 meters. It housed apparatus and equipment used in the charging of batteries; it was also a storage area for acids and materials. Six enlisted men were assigned to this project and installation.
- (19) Alert Apron or Warm-up Area - identical to Point (3).

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- (20) Control Tower and Operations Section (SD-Stanowisko Dowodzenia) - a two-story, red brick structure measuring 40 x 25 x 15 meters. At the western end of this building was located a glass tower rising seven meters above the roof which housed communications equipment for the control of aircraft. A navigation section (Sluzba Navigatorska) occupied a portion of the building and the operations section the remainder. All flight plans were filed with the Aircraft Dispatcher (Dyspozytor Przelatow) who was located in the operations section.
- (21) Three Buildings - one-story, plastered brick structures belonging to the airfield maintenance unit (BOL). The largest measured 30 x 15 x 6 meters; it was used as a carpentry and machine shop. The second building measured 20 x 10 x 6 meters; it housed the military personnel assigned to this specific BOL section. The smallest building measured 15 x 10 x 6 meters; it was used as office space by the BOL housekeeping unit.
- (22) Dirt Road - four to five meters wide, leading to the buildings, Point (21).
- (23) Civilian Airline Terminal - two wooden structures, each measuring 5 x 5 x 5 meters. One was used as an airline office building with passenger waiting facilities and the second as a repair facility and storage area for spare parts.
- (24) Civilian Terminal Gate - about five meters wide. This gate was opened only when necessary by a guard posted at Point (25).
- (25) Guard House - a one-story red brick building measuring 30 x 15 x 5 meters. Designated Guard Post #1, this installation housed quarters for the guards, office space and detention cells. A small guard booth located on the east side of the building was manned 24 hours a day by a single guard whose duty it was to watch the gate, Point (24), and the detention cells. Guard changes at this position were made hourly in winter and every two hours in summer.
- (26) Base Fire Department - two buildings. One building was a one-story wooden barrack measuring 15 x 7 x 5 meters and used to store special fire fighting equipment and materials. The second and larger building was a two-story, red brick structure measuring 25 x 15 x 12 meters. The first floor was a garage housing vehicles and equipment while the second floor was used as living quarters for fire department personnel. This department was divided into two groups which worked 24 hours on duty and 24 hours off. A fire alarm desk was manned at all times.

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- (27) Base Motor Pool - a fenced area measuring 100 x 100 meters. A red brick and concrete repair shop measuring 50 x 20 x 8 meters was located on one side of the area. A small, plastered brick building measuring 5 x 5 x 4 meters was located at the gate; this was the dispatcher's office where official records for each vehicle were kept. Someone was on duty here 24 hours a day.
- (28) Base Hospital - a one-story, "L"-shaped red brick structure measuring 35 x 20 x 10 x 7 meters. All medical sections and doctors assigned to tenant units of this airfield had offices in this building. It was actually a dispensary and had a small outpatient ward; all patients having major ailments were sent to the Military District Hospital (Wojskowy Okregowy Szpital) located on Ulica 1 Maja in Bydgoszcz.
- (29) Two Buildings - one-story, red brick structures, each measuring 50 x 10 x 6 meters. These buildings were assigned to the 5th Fighter-Bomber Regiment. The first building housed operational training facilities for both pilots and various technical specialists. The regimental briefing room was also located here. The other building housed the headquarters offices of the regiment.
- (30) Two BOL Buildings - one measuring 5 x 7 x 5 meters, and the other 4 x 6 x 5 meters. Both belonged to the Airfield Maintenance Unit.
- (31) Military Vehicle Gate - six to seven meters wide. A guard post here was manned 24 hours daily by a single sentry armed with an automatic weapon.
- (32) Two Buildings - one-story, red brick structures, each measuring 50 x 10 x 6 meters. These buildings formerly belonged to the 4th Fighter-Bomber Regiment which was transferred to Golenow Airfield (N 53-35, E 14-54) during the summer of 1957. The airfield maintenance unit of the 5th Fighter-Bomber Regiment was scheduled to take over these buildings as headquarters and administrative sections.
- (33) Crushed Stone Street - six to eight meters wide with no sidewalks. This street was used primarily by heavy military trucking.
- (34) Dining Hall - a one-story, plastered brick "L"-shaped structure measuring 40 x 30 x 7 meters. Specific times were allotted individual units for dining privileges. There were separate sections for officers and enlisted men.
- (35) Heating Plant - a one-story, red brick building measuring 20 x 15 x 8 meters. This was one of two airfield heating plants; the other was at Point (39). Capacities were unknown.

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- (36) Hanger and Repair Facility - a "U"-shaped, plastered brick structure measuring 70 x 40 x 20 x 12 meters. This entire building was assigned to the 8th Fighter-Bomber Division. Its maximum capacity was approximately 30 aircraft; however, it was usually empty. The building walls were lined with small repair sections in which various kinds of repair equipment were available.
- (37) 8th Division Headquarters - a two-story, plastered brick building measuring 40 x 20 x 15 meters. This housed the headquarters of the 8th Fighter-Bomber Division.
- (38) Barrack - a two-story, red brick building measuring 50 x 25 x 12-15 meters. This was used as the living quarters of personnel of the 5th Fighter-Bomber Regiment and an unidentified communications unit.
- (39) Heating Plant - a one-story, red brick structure with a 15-meter-high chimney, measuring 20 x 25 x 6 meters.
- (40) Building - a one-story, red brick structure measuring 40 x 20 x 10 meters. This was formally the headquarters building of the 4th Fighter-Bomber Regiment. Currently being reconditioned, it was unoccupied but had been requisitioned by the Corps of Mixed Air Forces.
- (41) Building - a one-story, "I"-shaped plastered brick building measuring 40 x 40 x 20 x 10 meters. Formally occupied by the 8th Fighter-Bomber Division, it was to house the Corps of Mixed Air Forces; equipment was already being moved in.
- (42) Main Gate and Guard Shack - the entrance was eight meters wide, and the plastered brick shack measured 5 x 5 x 4 meters. Four individuals were posted at the entrance -- the officer of the day, the NCO of the day, and two enlisted men. All passes for the military area of the airfield had to be obtained here.
- (43) Guard Building - a one-story, red brick structure measuring 20 x 10 x 6 meters. All civilian visitors to the airfield remained in this building until they were joined by the person whom they were visiting.
- (44) Park.
- (45) Cobblestone Road - eight meters wide, with 1.5-meter-wide sidewalks on either side.
- (46) Communications Building - manned by a special communications section of the Airfield Maintenance Unit. It was a one-story, red brick structure measuring 17 x 10 x 6 meters. The central communications, telephone and telegraph facilities were located here. Direct lines to the Ministry of Defense and Polish Air Force Headquarters in Warsaw were available.

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- (47) Communications Repair and Storage Center - manned by the above mentioned special communications section. It was a one-story, plastered brick building measuring 20 x 10 x 5 meters.
- (48) Shoe Repair and Tailor Shop - used by enlisted personnel. It was a one-story, plastered brick building measuring 25 x 10 x 5 meters.
- (49) Reserve Dining Hall and Kitchen - a one-story, "L"-shaped plastered brick building measuring 30 x 15 x 10 x 5 meters. This installation was used only in case of emergencies.
- (50) Hangar - a brick, concrete, steel and glass construction measuring 60 x 30 x 15 meters and used by an unidentified unit. This fully heated installation was used at the discretion of the unidentified unit's commander. [REDACTED]
- (51) Transformer Station - output unknown; [REDACTED] this was the only one on the airfield. It was a white, plastered brick building measuring 4 x 4 x 5 meters.
- (52) Hangar - belonging to the Aircraft Reconditioning Center (Lotniska Wrsztaty Remontowe - LWR #3). It was a concrete, brick, steel and glass structure measuring 60 x 30 x 15 meters. The finishing touches on reconditioned aircraft were completed here. The reconditioned aircraft awaiting testing were also parked here.
- (53) Fabric Shop - a one-story, plastered brick building measuring 20 x 10 x 5 meters. Shops producing various fabric articles for aircraft were located here. They were a part of the Aircraft Reconditioning Center.
- (54) Guard Quarters - a one-story, plastered brick building measuring 35 x 10 x 5 meters. This was used as quarters for the airfield security guard detachment.
- (55) Metal Shop - belonging to the Aircraft Reconditioning Center. It was a large hall-type construction of red brick and measuring 70-80 x 20 x 7 meters.
- (56) Reconditioning Center Entrance - a heavily guarded gate, seven meters wide, used for both vehicles and pedestrians. The adjacent guard building was a sheet-tin structure measuring 5 x 5 x 4 meters.
- (57) Storage Hall - belonging to the Aircraft Reconditioning Center. It was a two-story, red brick building measuring 40 x 25 x 15 meters. An abutting loading platform extended the entire length of the building which was equipped with various types of mechanical lifts. Large aircraft parts were stored here.

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- (58) **Storage Building - a one-story, red brick structure measuring 35 x 15 x 6 meters. It was a storage facility for small aircraft parts belonging to the Aircraft Reconditioning Center.**
- (59) **Storage Building - a one-story, red brick structure measuring 35 x 15 x 6 meters. It was a storage facility for electrical equipment parts belonging to the Aircraft Reconditioning Base.**
- (60) **Hangar - a one-story, "L"-shaped structure of plastered brick and glass measuring 70 x 40 x 25-30 x 20 meters. A portion of this building had been partitioned into office space for the engineering and administrative sections of the Aircraft Maintenance Center. All major reconditioning projects and precision machine work were accomplished here; capacity was approximately 15 aircraft.**
- (61) **Concrete Parking Apron - measuring 60 x 90 meters. This area was assigned to the Aircraft Reconditioning Center for parking (1) aircraft about to be tested, (2) aircraft about to be delivered, and (3) aircraft about to be reconditioned.**
- (62) **Machine and Metal Shop - belonging to the Aircraft Reconditioning Center. It was a one-story, plastered brick structure with a glass roof, measuring 35 x 15 x 8-10 meters.**
- (63) **Hangar - a one-story, plastered brick and concrete structure measuring 50 x 30 x 10 meters. This building could accommodate 10 aircraft in various stages of reconditioning.**
- (64) **Taxi-way and Parking Apron - constructed of concrete, measuring 1000 - 1200 meters in length and averaging 50 meters in width. All on-base units were authorized use of this area.**
- (65) **Building - used for engine tests by the Aircraft Reconditioning Center. It was a concrete, block-house type structure measuring 20 x 20 x 12-15 meters and containing various unidentified types of testing equipment.**
- (66) **Building - a one-story, plastered brick structure measuring 15 x 20 x 6 meters. This installation belonged to the Field Maintenance Unit (PWR) of the 5th Fighter-Bomber Regiment.**
- (67) **Hangar - assigned to the 5th Fighter-Bomber Regiment. It was a brick, steel and glass structure measuring 90 x 50 x 15 meters. The Technical Aircraft Service (TOS) of the 5th Fighter-Bomber Regiment used this hangar for major repair work. It could accommodate the entire regiment's aircraft, but for the most part aircraft were parked in front on the parking apron.**

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- (68) Rail Sidings - ESG, several tracks. These were used for the transportation of supplies to the airfield and the Aircraft Maintenance Center.
- (69) Coal Piles - a maze of rail tracks and coal piles.
- (70) Railway Gate - six meters wide. The gate was opened by a guard only when a supply train made its entrance and exit.
- (71) Fence - two meters high, of wire mesh with several strands of barbed wire on top, angled inward. Portions of this fence were over grown with hedge.
- (72) Double Rail Line - ESG, running to the main rail station in Bydgoszcz.
- (73) Railroad Crossing - the main street, Point (74), crossed the Railroad Line, Point (72). Pilots considered this junction a good orientation point in their landing approaches.
- (74) Asphalt Street - about 14 meters wide, bordered on either side by trees.
- (75) BOL Storage Area - an area 150 to 200 meters long, width unknown, enclosed by the type of fencing as around the airfield.
- (76) Gate - about six meters wide. It was usually open and unguarded.
- (77) Storage Building - a two-story, red brick structure measuring 40-50 x 25 x 10 meters with an attached loading platform. Wings, fuselages, and various other aircraft parts were stored here.
- (78) Storage Building - a two-story, red brick building measuring 40-50 x 25 x 10 meters with an attached loading platform. This was a storage area for smaller aircraft parts with one section used for small arms storage.
- (79) Ammunition Storage - a one-story, red brick building measuring 20 x 15 x 6 meters. Unidentified ammunition was stored here; source had no idea as to type or amount.
- (80) Railway Siding - ESG, several tracks, used to transport supplies into the storage area.
- (81) Unknown Military Area.
- (82) BOL Storage Area - an area measuring 250 x 100-150 meters, enclosed by the type of fence as around the airfield. Items stored here were unknown.

C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

25X1

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- (83) Gate - about six meters wide. Nearby was a one-story, plastered brick structure measuring 5 x 5 x 5 meters which housed a pass office manned by the OD and one guard. It was necessary to obtain a pass for this area.
- (84) Two BOL Barracks - each a one-story, red brick building measuring 40 x 15 x 5 meters. They housed members of the Airfield Maintenance Unit of the 5th Fighter-Bomber Regiment.
- (85) BOL Headquarters - a one-story, plastered brick building measuring 40 x 15 x 6 meters. This was the headquarters of the Airfield Maintenance Unit of the 5th Fighter-Bomber Regiment. A portion of this building housed a heating plant.
- (86) BOL Building - a one-story wooden structure measuring 40 x 15 x 5 meters. It housed civilian administrative offices of the Airfield Maintenance Unit.
- (87) Barrack - a one-story wooden building measuring 40 x 15 x 5 meters. It housed members of a communications section of the Airfield Maintenance Unit.
- (88) Offices of an Unidentified Construction Firm - a one-story, red brick and wood building measuring 15 x 10 x 5 meters. The building and area had been assigned to this firm while it carried out some sort of construction on the airfield.
- (89) Bus Station - a waiting booth and the turning point for bus line #2. This Bydgoszcz line operated every 15 minutes from 0400 to 2300 and every hour from 2300 to 0400.
- (90) Military Housing Area - measuring 400 x 700 meters.
- (91) Street - interrupted by the construction of the main runway in 1955. This end of the street provided an excellent observation point for the airfield; no guard was stationed near here.
- (92) Civilian Housing Area.

C-O-N-F-I-D-E-N-T-I-A-L

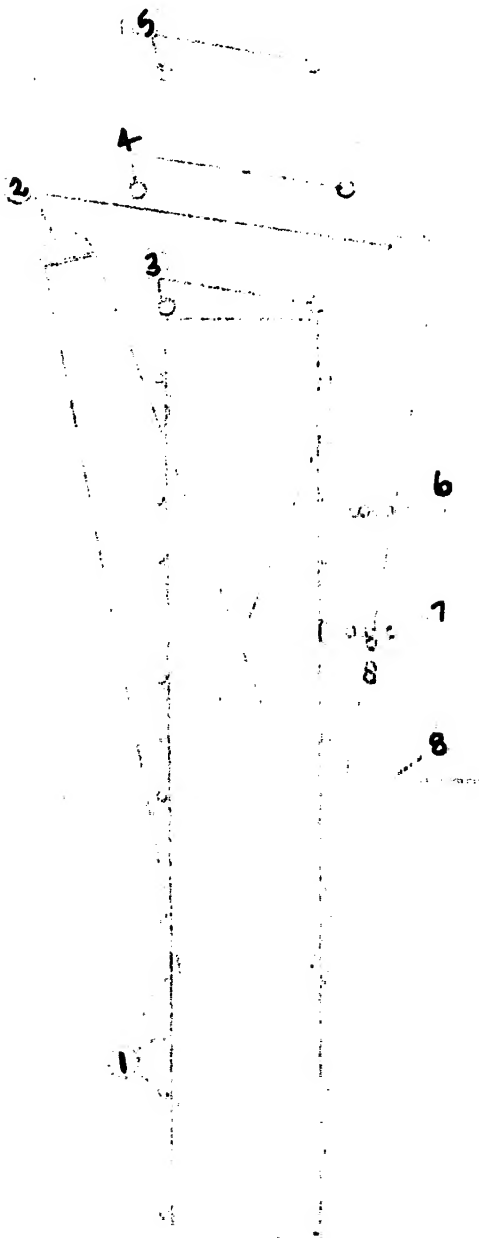
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- 16 -

25X1

Figure 1 - 
sketch of the runway
lighting system.

25X1

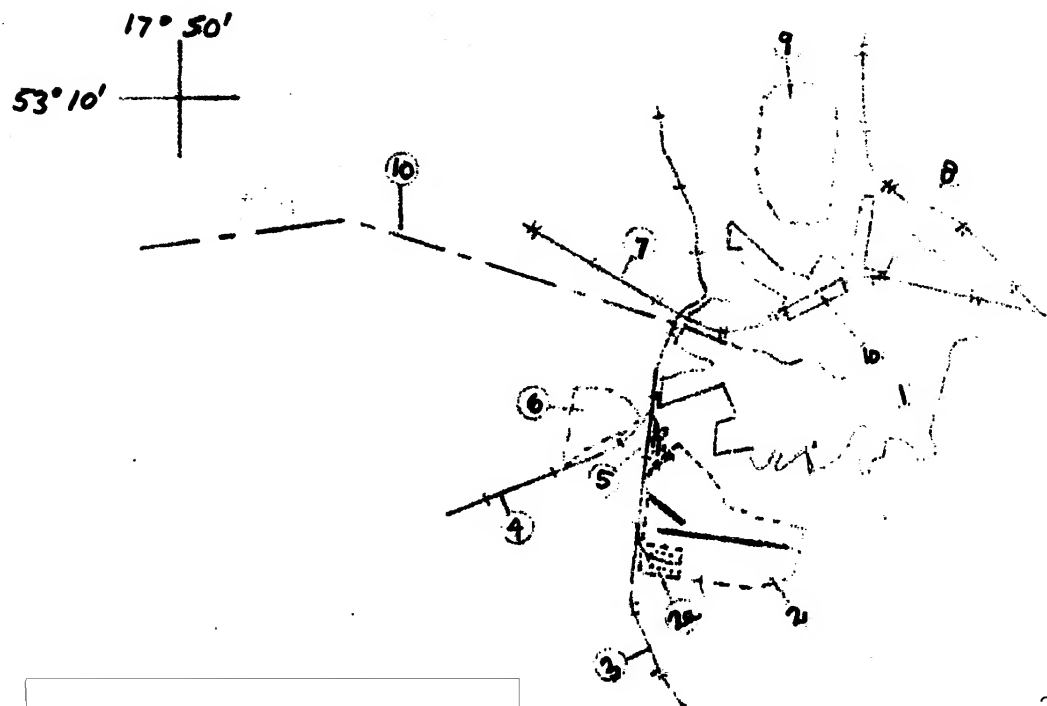


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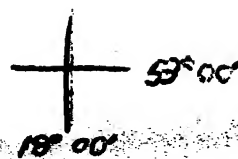
25X1

- 17 -



Hydroscow, Poland,
Scale 1:100,000

25X1



C-O-N-F-I-D-E-N-T-I-A-L

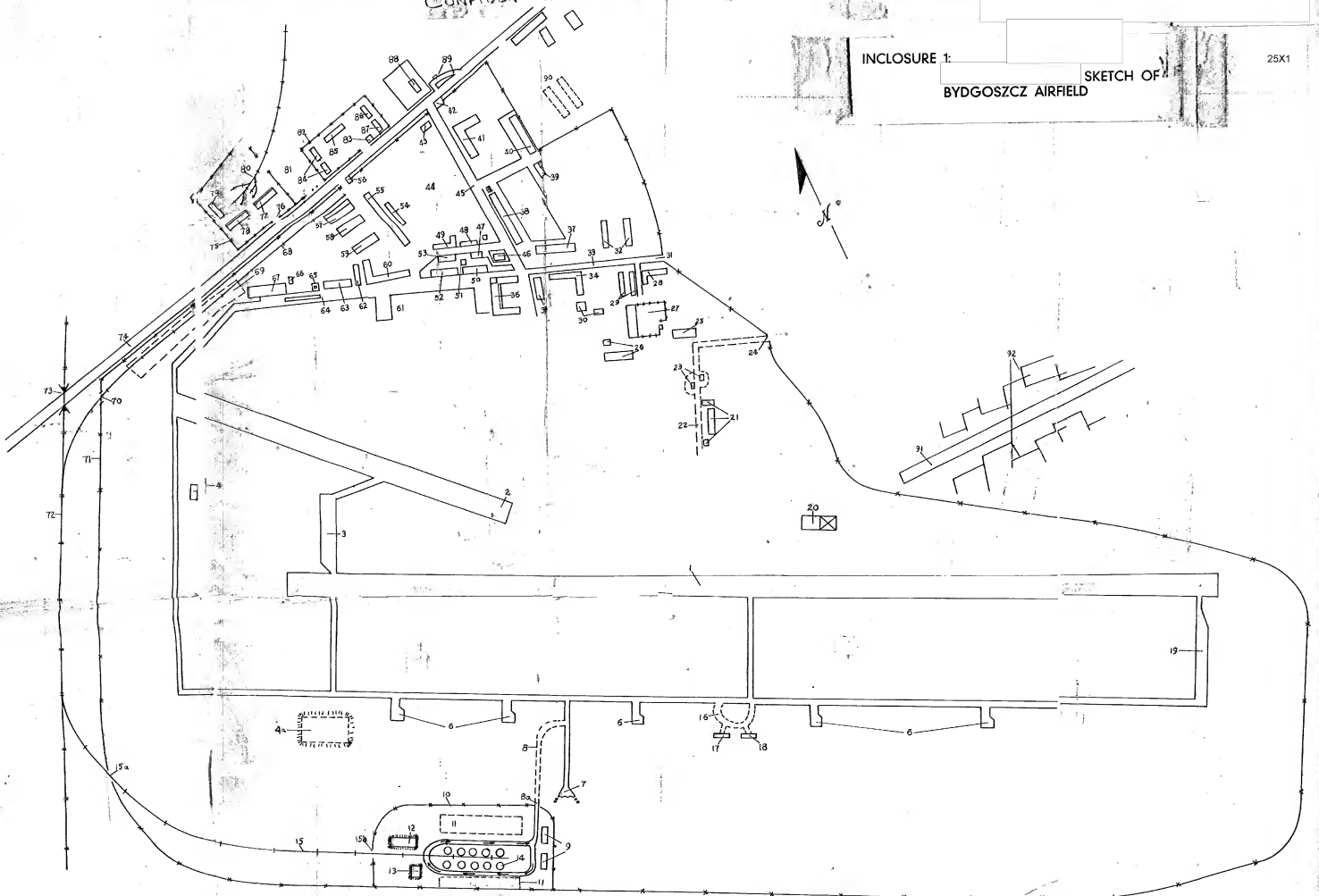
CONFIDENTIAL

INCLOSURE 1:

SKETCH OF

BYDGOSZCZ AIRFIELD

25X1



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